

Claims

1-13 (Canceled)

14. A method for level control in a pneumatic level control of a motor vehicle having at least two axles, at least one air spring (2a, 2b) per axle, a pressure supply arrangement, at least one pressure sensor (24), means for determining the distance between at least one unsprung part and the vehicle body (16, 18, 20, 22), and a control unit (10), in which the axles are successively adjusted from a starting level to a desired level, in which during a positive-adjustment operation at least from time to time the pressure supply arrangement is connected to at least one air spring (2a, 2b), and in which the positive-adjustment operation of the at least one air spring (2a, 2b) at an axle from a starting level to a higher desired level is interrupted by the control unit (10) if at least one switch-off condition of the pressure supply arrangement is met,

comprising the step of adjusting the level at all the axles of the motor vehicle to a common height intermediate level, which is closer to the desired level than the starting level, so that the vehicle is no longer leaning.

15. The method as claimed in claim 14, wherein the intermediate level is determined after the positive-adjustment operation has been interrupted and before the adjustment operation to the common height intermediate level begins.

16. The method as claimed in claim 14, wherein the intermediate level corresponds to the lowest actual level of one of the axles of the motor vehicle.

17. The method as claimed in claim 14, wherein
the intermediate level is set on the basis of air exchange between air springs (2a, 2b), without air being released from the air springs (2a, 2b) of the level control system to the environment.

18. The method as claimed in claim 14, wherein the pressure supply arrangement comprises a compressor and wherein the interrupted positive-adjustment operation of the

at least one air spring (2a, 2b) is continued to the desired level if a switch-on condition of the compressor (12) is fulfilled, with the intermediate level corresponding to the starting level.

19. The method as claimed in claim 18, wherein the switch-on condition of the compressor (12) is a lower limit temperature.

20. The method as claimed in claim 19, wherein the lower limit temperature is determined directly at the compressor (12) or in the vicinity of the compressor.

21. The method as claimed in claim 14, wherein the pressure supply arrangement comprises a compressor and wherein the switch-off condition of the compressor (12) is an upper limit temperature.

22. The method as claimed in claim 21, wherein the upper limit temperature is determined directly at the compressor (12) or in the vicinity of the compressor.

23. The method as claimed in claim 14, wherein the pressure supply arrangement comprises a pressure accumulator and wherein the switch-off condition is a lower pressure threshold in the pressure accumulator (3).

24. A level control system of a motor vehicle having at least two axles, at least one air spring (2a, 2b) per axle, at least one pressure sensor (24), at least one measuring device for determining the distance between at least one unsprung part and the vehicle body of the motor vehicle (16, 18, 20, 22), a control unit (10) and a pressure supply arrangement for comprising at least a compressor (12), which control level unit is capable of
adjusting the axles from a starting level to a desired level,
establishing at least occasionally a connection between the air springs (2a, 2b) and the pressure supply arrangement for positive adjustment of height, and of
interrupting the positive-adjustment operation of the at least one air spring (2a, 2b) if at least one switch-off condition of the pressure supply arrangement is met,

wherein the control unit is also capable of determining a common height intermediate level for air springs (2a, 2b) with respect to the vehicle body, which is closer to the desired level than the starting level, and of adjusting the level at all axles of the motor vehicle to the common height intermediate level, so that the vehicle is no longer leaning.

25. The level control system as claimed in claim 11, wherein a temperature sensor (26) is arranged in close vicinity of or directly connected to the compressor.